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MONDAY OCTOBER 11, 1909

Immortality will come to such as are fit for it; and he who would be a great soul in the future must be a great soul now.—Emerson.

Home investment is the safest proposition any man in the Territory of Hawaii can tie to.

Since Hawaii's life depends on continued industrial protection, it can well afford to stay with the principle in its application to the shipping of the Territory.

Germany is right. If the Germans and the British continue to talk of the trouble between the two countries, sooner or later someone will get mad and there will be trouble.

If Ambassador Crane has indeed talked too much, it will have to be accepted that unguarded conversation is not one of the necessities of America's "shirt-sleeve diplomacy."

People of the mainland have discovered that professional reformers don't do the country much good, because the honest citizen usually responds to the call of average men to wipe out a real evil.

With two Grand Juries in session, the morals of the community should be combed pretty fine and ample justice done unless people strive to use the courts for the gratification of personal schemes or spite.

After having one or two North Poles to our credit the belief is rapidly coming home to the American people that their flying machines can also beat anything thus far put on the market by other nations.

Now that the Shriners have postponed their trip, the Elks will have to step in and save the day. The Elks' excursion has been talked for two years, and that ought to be long enough for one advertising campaign.

Shriners may have one blessed assurance. The Volcano will wait another year for them without any trouble, several centuries having already elapsed since the last previous visit of such an aggregation to the crater.

Maul's right to recognition is now backed by a town hall, a brass band and a Chamber of Commerce that is to be. All these things are the incidents of progress, and let us hope that Maui towns will be able to grow without being jealous of Honolulu.

Now that the third ship of the Teno Maru type is to be on the trans-Pacific run by 1910, it would be interesting to know whether Mr. Schwerin will meet it by again announcing that his line is going out of business or something to that effect.

Chairman Atkinson ought to have a lot of new ideas on how to build up the Republican party without killing it off with reorganization. His experience on the immigration question has taught him that on many public matters it is not always best to make haste with too much speed.

Ambassador O'Brien's most significant remark is the suggestion that Hawaii need have no future fear of troubles with Japanese labor. This confirms the local impression that the effort to mix the Japanese government in the labor trouble of last summer has resulted in complete failure.

When considering an extra session of the Legislature the number of votes that may be anticipated for the administration program is more important than an attempt to make Legislators feel that they will make patriots of themselves by waiving their salaries and allowing a friend to pay their expenses while they are in town.

The Bulletin's correspondent did not state why the Hawaii County Supervisors refused to pay the salary of Deputy County Attorney Carl Smith. It may be they want the money for a competent road engineer, but judging from the intelli-

gence that has hitherto worked its way out of the Hawaii Supervisors' road policy, we doubt it.

TAFT-PROTECTION, SHIPS.

President Taft's most notable utterance while touring the Pacific Coast was his address at the Alaska-Yukon Exposition when he characterized the upbuilding of the merchant marine as the most important project before the American people and reiterated his pledge to aid and belief in the ship subsidy as furnishing the way and the means.

The President in developing his thought on the ship subsidy as associated with the policy of protection said:

"We maintain a protective tariff to encourage our manufacturing, farming and mining industries at home and within our jurisdiction, but when we assume to enter into competition upon the high seas in trade between international ports our jurisdiction to control that trade as far as the vessels of other nations are concerned, of course, ceases, and the question which we have to meet is how, with the greater wages that we pay, with the more stringent laws that we enact for the protection of our sailors, and with the protective system making a difference in the price between the necessities to be used in the maintenance of a merchant marine, we shall enable that merchant marine to compete with the marine of the rest of the world."

"This is not the only question, either, for it will be found on an examination of the methods pursued in other countries in respect to their merchant marines that there is now extended by way of subsidies by the various Governments to their respective ships upwards of \$35,000,000, and this offers another means by which in the competition the American merchant ship is driven out of business and finds it utterly impossible to bid against its foreign competitors. Not only this, but so inadequate is the American merchant marine today that in seeking auxiliary ships with which to make our navy an instrument of offense or defense, or indeed in sending it around the world as a fleet, we have to call on vessels sailing under a foreign flag to carry the coal and to supply the other needs of such a journey."

"Were we compelled to go into a war today our merchant marine lacks altogether a sufficient tonnage of auxiliary unarmed ships absolutely necessary to the proper operation of the navy, and were a war to come on we should have to purchase such vessels from foreign countries and this might, under the laws governing neutrals, be most difficult."

"The trade between the Eastern ports of the United States and South America is a most valuable trade, and now equals something like \$250,000,000; but European nations, appreciating the growing character of this trade, have by subsidies and other means of encouragement so increased the sailings of large and well-equipped vessels from Europe to the ports of South America as visibly to affect the proportion of trade which is coming to the United States by the very limited service of a direct character between New York and South American ports."

"I need not tell you of the inadequacy of the American shipping marine on the Pacific Coast and the growing power for commercial purposes in this regard of the empire of Japan."

"Japan is one of the most active and generous countries in the matter of subsidies to its merchant marine that we have, and the effect is only too visible in an examination of the statistics."

"For this reason, it seems to me that there is no subject to which Congress can better devote its attention in the coming session than the passage of a bill which shall encourage our merchant marine in such a way as to establish American lines directly between New York and other Eastern ports and South American ports, and between our Pacific Coast ports and the Orient and the Philippines. We earn a profit from our foreign mails from \$6,000,000 to

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\$8,000,000 a year. The application of that amount would be quite sufficient to put on a satisfactory basis two or three Orléans lines and several lines from the East to South America.

"Of course we are familiar with the argument that this would be contributing to private companies out of the treasury of the United States, but we are thus contributing in various ways on similar principles in effect, both by our protective tariff law, by our river and harbor bills, and by our reclamation service. We are not putting money in the pockets of ship owners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world."

"From my observations, I think the country is ready now to try such a law and to witness its effect in a comparatively small way upon the foreign trade of the United States."

"If it is successful, experience will

show how the policy can best be expanded and enlarged and the American commercial flag be made to wave upon the seas as it did before our Civil War.

"It is true that our foreign trade is great and increasing, and this without the merchant marine, but it is also true that the ownership of a merchant marine greatly enhances the opportunities for extending trade for the merchants of the country having such a merchant marine."

While we have such a man in the White House, it would appear that the people of Hawaii are justified in staying by the protective principle as applied to the merchant marine, especially when our local industries are enjoying such generous prosperity as a result of protection.

Fraternalities and sororities in the high schools of Washington, D. C., will be allowed to flourish and multiply so long as they continue to be conducted in an unobjectionable manner.

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REAL ESTATE FOR SALE

A fifty (\$50) dollar cash payment and ten (\$10) dollars a month will buy a lot in the KAIMUKI PARK TRACT. These lots command a view of Koko Head and Waialae Bay and are convenient to car line.

Eight lots in KAIMUKI TRACT on the same terms—each lot containing 15,000 square feet. View of Diamond Head and Honolulu Harbor.

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Carnation Milk

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Because it contains such a high percentage of butter-fat (8½ per cent), Carnation Milk will make your baking wholesome and nutritious, with a rich, nutty flavor, such as you taste in ordinary bread once in a decade perhaps.

A baker told us he had been using it in his baking for a month, and there had been a very perceptible increase in the volume of his business during that time.

Use Carnation Milk for baking Bread, Doughnuts, Rolls, Cookies and all kinds of Cakes. They'll be delicious.

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NEW Y.M.C.A. BUILDING PLANS

Will Be Feature At Tonight's Big Banquet At Young Hotel

Up to 10 o'clock this morning 216 invitations had been accepted for the Y. M. C. A. banquet tonight at the Young Hotel, and more are coming in. From the present outlook it will be one of the largest affairs of its kind ever given in Honolulu. It was urged this morning by the officers in charge that all who have not responded to the

invitations, by letter or otherwise, ring up telephone 309 at once, and inform Mr. Super, so that the exact seating arrangements can be made accordingly.

The new building project will be the feature of the banquet. R. H. Trent, as president of the association, will preside and open the speaking with a few remarks on the present need of the association, after which short address will be made by Governor Frear on the topic, Honolulu's Chief Asset—Young Men; Judge Dole will speak on Honolulu United; ex-Governor Carter on The Proper Method, and Judge Woodruff on the subject, Will It Pay?

DAVIES RETURN FROM ENGLAND

After a year's absence, the greater part of the time being spent in Great Britain and the continent, Mr. and Mrs. T. Clive Davies and infant have returned to Honolulu. When seen

after leaving the Mongolia this morning, Mr. Davies expressed himself as having been greatly benefited by the trip abroad.

Alexander McVittie, pioneer ship-builder of Detroit, died at Harbor Beach, Mich., as the result of a stroke of apoplexy.

The blind of three nations—America, England and France—are beneficiaries in sums ranging from \$250 to individuals to \$5,000 to institutions by the will of Edith Rebecca Lord of New York, but-long a resident of Cannes, France.

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Consider how tender the baby's skin is, and the importance of selecting right garments is emphasized. The fine knit fabrics of the "ARNOLD" GOODS are made from soft, twisted yarns, chemically treated to make them highly antiseptic, sanitary and absorbent. These garments excel in beauty of finish, shapeliness and non-irritating qualities. Mothers seeking the best for their babies will by all means adopt the "ARNOLD" KNIT GARMENTS. See "Arnold" catalog for illustrations and full descriptions.

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See our new line of Ebony Toilet Ware just received.

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